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That's Fit to Print"

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NEW YORK, THURSDAY, DECEMBER 9, 1953

PUBLIC LOADER BAN ON DOCKS UPHELD; 'ABUSES' ASSAILED

3-Judge U. S. Court Rules New
York and Jersey Outlawed
Group in Public Interest

CURB ON BOARD IS LIFTED

Jurisdictional War Now Seen
as Teamsters Act to Take
Over Pier Truck Work

By DAMON M. STETSON

A three-judge Federal Statutory Court upheld yesterday the constitutionality of a section of the new bistate waterfront reform compact that bans public loaders on piers.

The court declared that the actions of public loaders, who transfer cargo to and from trucks at piers and waterfront terminals, had been accompanied by "such flagrant abuses" that it was against the public interest to allow them to continue.

At the same time, the court vacated a temporary restraining order that had kept the new Waterfront Commission from enforcing the law's ban on public loading. The New York and New Jersey waterfront compact, adopted by the Legislatures of the two States last June, asserted that public loaders were responsible for violence, extortion and criminal activities.

The court decision raised the immediate possibility of a jurisdictional clash between the old International Longshoremen's Association and the International Brotherhood of Teamsters, A. F. L. Members of the longshoremen's union have in the past been employed as public loaders to load

U. S. to Do Something About the Weather



Capt. Howard T. Orville

Special to THE NEW YORK TIMES.

WASHINGTON, Dec. 9—President Eisenhower today set up a board to disprove the adage that everybody talks about the weather but nobody does anything about it. The President appointed five civilians to complete a Weather Evaluation Board authorized by Congress last year. Capt. Howard T. Orville of Long Green, Md., a retired naval officer who now is a consultant to the Bendix Aviation Corporation of Maryland, was named chair-

Continued on Page 95, Column 4

10% MANPOWER CUT ORDERED IN ARMY, NAVY AND MARINES

Wilson Action Means 400,000
Slash in 18 Months—Billion
Saving Seen—Protest Made

By ELIE ABEL

Special to THE NEW YORK TIMES.
WASHINGTON, Dec. 9—With the backing of President Eisenhower, the Defense Department has ordered the Army, Navy and Marine Corps to trim their manpower by about 10 per cent in budgeting for the fiscal year to begin next July 1.

Charles E. Wilson, Secretary of Defense, reached this decision last week-end over the Army's protests that overseas commitments would have to be scaled down if personnel was cut back so sharply.

Defense officials have estimated that a manpower cut on the scale ordered by Mr. Wilson would mean a saving of more than \$1,000,000,000.

The Air Force, now below its authorized strength of 160,000, is slated to add 10,000 men during the 1955 fiscal year as it builds up to the 127 combat wings projected for the end of that year. A wing varies in size from thirty to seventy-five aircraft, depending on its type and mission.

For the Army, Navy and Marine Corps, however, compliance with Mr. Wilson's order would mean an actual reduction of 400,000 over the next eighteen months.

Would Cut Support Forces

Mr. Wilson has based his budget planning on an average of 3,100,000 men and women in uniform during the next fiscal year, compared with a current strength of 3,500,000.

He contends such a cut can be made without reducing combat effectiveness and has directed the

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During the strike
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School Bias High Court

By LUT
Special to

WASHINGTON, Dec. 9

Court today on whether ra
is constitutional, and the r
advisement. A decision is no
pected for several months.

The justices must decide wh
the doors of white schools
be thrown open to Negro pup
seventeen states and the D
of Columbia, where pupil seg
tion is mandatory.

Several other states, no
Kansas, where complete or li
segregation prevails under pe
sive statutes, also will be aff
by the court's ruling.

The high bench had heard
than ten hours of argument
the hearing closed at 2:42 P.
day. Although many phases o
problem were touched on,
veteran observers of major
stitutional battles before the
court doubted that all the per
ties of the justices had been
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Those remaining will have
resolved in judicial confer
and in the study the court
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documents that constitute
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STRIKE GIVES CITY ADDED REFUSE JOB

Sanitation Men to Take Over
Commercial Collections to
Avoid Fire, Health Menace

a small town in Estonia. His unfulfilled desire is to be an orchestra conductor.

The U.S.S.R. regards him as a great "propagandist of the creations of Soviet composers," many of whom have dedicated works to him. (The new Shostakovich violin concerto was written for him.) Besides the Stalin Prize, he has been awarded the Order of Lenin and two other orders and medals. For the past ten years he has been using a priceless Stradivarius violin from the Soviet state collection.

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ORVILLE, HOWARD T(HOMAS) June 16, 1901- Meteorologist; aerologist

Address: b. Advisory Committee on Weather Control, General Services Bldg., 18th and F Sts., N.W., Washington, D.C.; h. Long Green, Md.

A scientific study of the feasibility of "man-made rain" induced by cloud "seeding" was made by the Advisory Committee on Weather Control of which Captain Howard T. Orville, U.S. Navy (Ret.) is chairman. The results of the appraisal were announced on February 9, 1956 and indicate that rainfall may be increased by 9 to 17 per cent. Experiments revealed that it is also feasible to "inhibit" lightning, "modify" tornadoes and "control" hail storms. Captain Orville, who was appointed to this post by President Eisenhower on December 9, 1953, as one of his meteorological achievements installed a global weather network for the U.S. Navy during World War II.

His committee has recommended to the President that its research be continued for another two years to study some "unevaluated statistics" which may show a rainfall increase of even more than 17 per cent by the technique of releasing into the atmosphere silver iodide smoke from ground generators. Captain Orville pointed out that his committee found no convincing evidence as yet that cloud "seeding" will suppress or reduce rain, nor would it prevent hurricanes. Its main result is to increase rain, and this, he emphasized, "could be very important to the water economy of the nation . . . since today we may be facing one of the greatest droughts in history" (*New York Times*, February 17, 1955).

Captain Orville, who is also a technical consultant to Bendix Aviation Corporation's Friez Instrument Division, has had an active career in meteorology which included being adviser to the Commander in Chief of the U.S. Fleet on operational weather matters during World War II and helping to develop the Navy's war-time aerological organization. He charted the weather for the famous (Jimmy) Doolittle raid on Tokyo in 1942; and at a later date he served as one of the principal weather advisers

for the North African and Normandy invasions.

Howard Thomas Orville was born on June 16, 1901, in Saratoga, Wyoming. His father, William Orville, was a Wyoming pioneer, who as a stagecoach driver had often driven William Cody (Buffalo Bill). His mother, the former Lucy D. Wiant, taught school in a one-room school house. Howard's brother is Harold C. Orville of Santa Monica, California. Howard attended Saratoga High School in Wyoming and was graduated in 1916. He worked in a Rawlins, Wyoming bank for two years following his graduation, and was subsequently encouraged by Senator Francis E. Warren to enter the United States Naval Academy. Admitted to the Naval Academy in 1921, he rose to the rank of midshipman battalion commander. He was graduated with a Bachelor of Science degree and commissioned an ensign in 1925.

Following his graduation from Annapolis, Orville was first assigned to the battleship *New York*, where he served in the engineering department; later he was transferred to the destroyer U.S.S. *Lamson*. During frequent trips between Norfolk, Virginia and Guantanamo, Cuba, the *Lamson* encountered many storms, one of them a tropical hurricane. Captain Orville, who was subject to seasickness, became interested in storms and their causes and later requested training in naval aerology. He devoted one year to graduate study at the Massachusetts Institute of Technology where he received the Master of Science degree in aerological engineering in 1930.

A flight in the dirigible *Los Angeles* led him to request "lighter-than-air" training, which he received at the Lakehurst Naval Air Station for two years. He became a "lighter-than-air" pilot, participating in free balloon races and winning the National Balloon Race in 1934. In the same year and in 1935 he competed in the International Balloon Races held in Warsaw, Poland as a member of the team entered by the United States Navy.

In 1930 Captain Orville was assigned to the Aerographers' School, Lakehurst, New Jersey, where he served as officer-in-charge. Here he prepared the first *Aerographer's Manual* and conducted research on the location of thunder storms through spherics equipment. Later attached to the U.S.S. *Langley*, he helped to initiate procedures for furnishing ballistic data to all types of ships. From 1933 until 1940 he served in various units of the Navy, working on control of weather information, expansion of training facilities, and the preparation of codes and ciphers for war-time use.

While assigned to the war plans section of the office of the Chief of Naval Operations in 1941, he helped to plan the establishment of weather stations in Greenland, Ireland, and the United Kingdom. He made survey trips to select bases for aircraft operations and procured and assembled equipment for overseas bases. He established the Navy Weather Central at Washington, D.C., to support increased Atlantic Fleet operations. And in cooperation with the Weather Bureau and the Army Air Force, Captain Orville established a long-range forecasting unit to furnish daily operational weather infor-

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was a growing water shortage. "New reports are received daily from all over the nation," Captain Orville said. "Drought conditions are reported in 944 counties in eighteen states." The committee's findings, he said later, constitute a "breakthrough" from guesswork on weather control and show future possibilities of "amazing" proportions (*New York Times*, February 9, 1956).

For his valuable contributions to the science of aerology and to the welfare of his country, Captain Orville has been officially commended. He holds the Legion of Merit award (for outstanding services as the head of the aerology section of the Bureau of Aeronautics), the Commendation Ribbon, the American Defense Service Medal, the American Campaign Medal ceiving the Office of the Military Order of the and the World War II Victory Medal. He has also been decorated by foreign governments, re-British Empire, and the Chinese Cravate Blue of Yun Hwei. He is a member of the American Meteorological Society and was elected president for a two-year term of office on January 29, 1948. He is also a member of the American Association for the Advancement of Science, the American Geophysical Union, the Military Order of World Wars, the Naval Academy Alumni Association, and the Towson Kiwanis Club.

In 1926 he married Lillian Lenore Duvall, a school teacher. They have three sons, Howard Thomas, Jr., Richard Edmonds, and Harold Duvall, whom he likes to call "Tom, Dick and Harry." The Orvilles live on a farm in Long Green, Maryland. The Captain is an Episcopalian and a Republican. Although he now lists horseback riding, gardening, reading, and writing as his recreations, when editors of his Class Book asked him to name his hobby, he replied, "Work, work and more work."

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OWENS, JAMES CLEVELAND See
Owens, Jesse

OWENS, JESSE Sept. 12, 1913- American athlete; organization official; sales executive

Address: b. c/o Illinois Youth Commission, 160 N. LaSalle St., Chicago, Ill.

Now engaged in business in Chicago and active as a member of the Illinois Youth Commission, the former Ohio State University athlete, Jesse Owens was named in sports-writers' polls conducted in 1949 and 1950 as one of the "ten greatest Negro athletes of all time and the world's "top track performer since 1900." In 1933 he shattered inter-collegi-

ate records for the 200-yard dash, the 220-yard low hurdles and the broad jump. He went on to establish new world records in the 100-metre run, the 200-metre run and the running broad jump at the 1936 Olympic Games in Berlin, and to win four gold medals. He was the first American athlete to jump over 26 feet. In 1955 Jesse Owens made a "good will" tour of India for the U.S. Department of State.

Jesse Owens was born on September 12, 1913 on a tenant farm in northern Alabama; one of the seven children of Henry and Emma (Alexander) Owens, he was baptized James Cleveland Owens. As a child he worked in the cotton fields before moving to Cleveland, Ohio. Entering a local grade school and asked his name, he answered "J. C. Owens." The teacher understood the "J. C." as "Jesse," the name by which he came to be known.

His exceptional athletic prowess was noted at the Fairview Junior High School in Cleveland when he tried out for track. He astounded Coach Charles Riley by doing the 100-yard dash in ten seconds flat, thereby establishing a new junior high school record. Riley continued as the boy's sports mentor when he went on to the East Technical High School in the Ohio city, and coached him for the 1933 National Interscholastic Championships meet at the University of Chicago, where he scored what Joseph M. Sheehan of the *New York Times* characterized as "an unprecedented triple." As a member of the East Technical team Jesse not only won the 100-yard dash in 9.4 seconds, but the 200-yard dash in 20.7 seconds and the broad jump with an astonishing leap of 24 feet 9 $\frac{3}{8}$ inches.

During his freshman year at Ohio State University in Columbus Owens paid his way by working the gasoline pumps at a filling station; later a Negro member of the Ohio Legislature procured him a job as a page in the state House of Representatives. Under the tutelage of Larry Snyder, to whom he reported for track practice in 1934, Jesse went on to new and greater track and broad jump triumphs. Soon known by such nicknames as "Brown Bombshell" and "Buckeye Bullet," he broke three world records and tied for a fourth at the National Collegiate track and field championships meet at the University of Michigan in 1935. "There are many to insist that the greatest day in track history was May 25, 1935," *New York Times* columnist Arthur Daley observed, "It's difficult to argue with them. . . . Jesse equaled the 100-yard record of 9.4 seconds. He smashed the 220-yard record with 20.3 seconds. He shattered the 220-yard low hurdles with 22.6 seconds. And he blasted the broad jump standard out of sight with a leap of 26 feet, 8 $\frac{1}{4}$ inches, a record that still stands" (*New York Times*, July 6, 1954).

As an Ohio State undergraduate, Jesse Owens was known as a student with a particular interest in ceramics and the ambition, not to be realized, of eventually teaching in a Negro college. A Cleveland doctor who examined him declared that "if Owens had an advantage" as an athlete "he had attained it